

**AMENDMENTS TO THE SPECIFICATION:**

Please amend without prejudice the paragraph starting on page 14, line 1 as follows:

-- At the start of the method in block 700, current  $i_{\text{regulate}}$  through the regulated intake valve is predefined. From this, associated pressure drop  $\Delta p_{\text{regulate}}$  is subsequently ascertained in block 701 with reference to the valve characteristic curve. Pressure drop  $\Delta p_{\text{control}}$  at the controlled intake valve is thereupon ascertained in block 702. Subsequently in block 703, the coil current through the controlled intake valve is therefore also known from the characteristic curve of the controlled intake valve. The design of the device according to the present invention is shown in Figure 8. Block 802 identifies the logic means which, for example, are in the form of an ABS control unit. Logic means 802 transmit electric currents  $i_{\text{regulate}}$  and  $i_{\text{control}}$  to intake valves 801 and 802 803. The double lines (2) are hydraulic lines. Via such lines

- intake valve 801 is connected to wheel-brake cylinder 804 and master brake cylinder 800, and
- intake valve 803 is connected to wheel-brake cylinder 805 and master brake cylinder 800.--.